

A. G. Contract No. KR95 0380TRN
PC Contract No. 01-51-S-120065-0395
ADOT ECS File: JPA 95-36
Project: STP-900-0(110)/H3891 11X
Section: FY95 Bike Week and
Congested Intersection Mitigation

INTERGOVERNMENTAL AGREEMENT

BETWEEN

THE STATE OF ARIZONA

AND

PIMA COUNTY, ARIZONA

THIS AGREEMENT is entered into 4 May, 1995,
pursuant to Arizona Revised Statutes Section 11-952 through
11-954 as amended, between the STATE OF, acting by and through
its DEPARTMENT OF TRANSPORTATION (the "State") and PIMA COUNTY,
ARIZONA, acting by and through its BOARD OF SUPERVISORS (the
"County").

I. RECITALS

1. The ADOT is empowered by Arizona Revised Statutes
Section 28-108 and 28-112 to enter into this agreement and has
by resolution, a copy of which is attached hereto and made a
part hereof, resolved to enter into this agreement and has
delegated to the undersigned the authority to execute this
agreement on behalf of the ADOT.

2. The County is empowered by Arizona Revised Statutes
Section 11-251 to enter into this agreement and has by
resolution, a copy of which is attached hereto and made a part
hereof, resolved to enter into this agreement and has
authorized the undersigned to execute this agreement on behalf
of the County.

3. The Federal Intermodal Surface Transportation
Efficiency Act of 1991 has made funds available to the State
for the use of the County to conduct a FY95 Bike Week and
Congested Intersection Mitigation project. The State and the
County desire to define their respective responsibilities
relating to the transfer of up to \$12,000.00 thru the State to
the County and the expenditure thereof.

THEREFORE, in consideration of the mutual agreements expressed
herein, it is agreed as follows:

NO. <u>19701</u>
FILED WITH SECRETARY OF STATE
Date Filed <u>05/04/95</u>
<u>James Lee Hull</u> Secretary of State
By <u>Vicky Graenewald</u>

II. SCOPE

1. The State will:

Provide the County federal STP funds in the amount of up to \$12,000.00, on a cost reimbursement basis for activities performed directly relating to the program.

2. The County will:

a. Apply funding to project work activities in strict accordance with applicable Federal and State laws, rules and regulations.

b. Perform required project related work activities, generally in accordance with Attachment A, which is incorporated herein and made a part hereof. Be responsible for any costs over and above the grant amount.

c. Provide the required \$20,000.00 match in funds or in-kind services, and invoice ADOT for reimbursement, supported by narrative reports, in a total amount not to exceed \$12,000.00.

III. MISCELLANEOUS PROVISIONS

1. The primary interest of the Arizona Department of Transportation in this agreement is to convey federal pass through funds for the use and benefit of the County by reason of State and Federal law under which funds for the activities are authorized to be expended.

2. This agreement shall remain in force and effect until completion of said activities and reimbursement; provided, however, that this agreement may be cancelled at any time prior to the commencement of performance, upon thirty (30) days written notice to the other party.

3. Should the work contemplated under this agreement be completed at a lower cost than the reimbursed amount, or for any other reason should any of these funds not be expended, a proportionate amount of the funds provided shall be reimbursed to the State.

4. This agreement shall become effective upon filing with the Secretary of State.

5. This agreement may be cancelled in accordance with Arizona Revised Statutes Section 38-511.

6. The provisions of Arizona Revised Statutes Section 35-214 are applicable to this contract.

7. In the event of any controversy which may arise out of this agreement, the parties hereto agree to abide by required arbitration as is set forth in Arizona Revised Statutes Section 12-1518.

8. All notices or demands upon any party relating to this agreement shall be in writing and shall be delivered in person or sent by mail addressed as follows:

Arizona Department of Transportation
Joint Project Administration
205 South 17 Avenue, Mail Drop 616E
Phoenix, AZ 85007

Pima County
County Administrator
130 W. Congress Street 11th floor
Tucson, AZ 85701

9. Attached hereto and incorporated herein is the written determination of legal counsel that the parties are authorized under the laws of this State to enter into this agreement and that the agreement is in proper form.

IN WITNESS WHEREOF, the parties have executed this agreement the day and year first above written.

PIMA COUNTY

STATE OF ARIZONA

Department of Transportation

By Paul Marsh
PAUL MARSH, Chairman
Board of Supervisors

APR 11 1995

By Larry S. Bonine
LARRY S. BONINE
Director

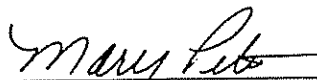
ATTEST

By Jane Williams
JANE WILLIAMS
Clerk of the Board

RESOLUTION

BE IT RESOLVED on this 13th day of February 1995, that I, the undersigned LARRY S. BONINE, as Director of the Arizona Department of Transportation, have determined that it is in the best interests of the State of Arizona that the Department of Transportation, acting by and through Transportation Planning, to enter into an agreement with Pima County for the purpose of defining responsibilities for the transfer of funds to the County to conduct a Bike Week and Congested Intersection Mitigation program.

Therefore, authorization is hereby granted to draft said agreements which, upon completion, shall be submitted for approval and execution by the undersigned.



for LARRY S. BONINE
Director

RESOLUTION NO. 1995- 71

RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS ACTING ON BEHALF OF ITS DEPARTMENT OF ENVIRONMENTAL QUALITY APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF ARIZONA ACTING ON BEHALF OF ITS DEPARTMENT OF TRANSPORTATION RELATING TO THE 1995 CLEAN AIR PROGRAM.

WHEREAS, the State of Arizona, acting through the Arizona Department of Transportation, proposes to provide funding in the amount of \$12,000.00, pursuant to A.R.S. § 49-401 et seq., in particular 49-476, to conduct a FY95 Bike Week and Congested Intersection Mitigation project; and

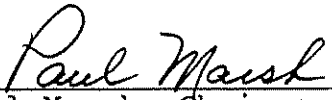
WHEREAS, Pima County agrees to perform services in accordance with the attached intergovernmental agreement; and

NOW, THEREFORE, be it resolved by the Board of Supervisors of Pima County, Arizona;

That the Chairman of the Board of Supervisors approves and directs the Chairman to sign the attached intergovernmental agreement with the State of Arizona of receipt of a grant in the amount of \$12,000.

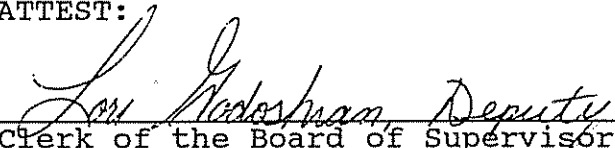
Passed and adopted this eleventh day of April, 1995.

PIMA COUNTY BOARD OF SUPERVISORS


Paul Marsh, Chairman

APR 11 1995

ATTEST:


Clerk of the Board of Supervisors

APPROVED AS TO FORM:


Deputy County Attorney

APPROVAL OF THE PIMA COUNTY ATTORNEY

I have reviewed the above referenced proposed intergovernmental agreement, between the DEPARTMENT OF TRANSPORTATION, HIGHWAYS DIVISION, and PIMA COUNTY and declare this agreement to be in proper form and within the powers and authority granted to the County under the laws of the State of Arizona.

DATED this 2nd day of MARCH, 1995.

A handwritten signature in black ink, appearing to read "Silvia P. Morales", written over a horizontal line.

County Attorney

PIMA ASSOCIATION OF GOVERNMENTS TRANSPORTATION IMPROVEMENT PROGRAM FY 1995-1999

SPONSOR		PROJECT IDENTIFICATION		PROJECT DESCRIPTION		MILES	TYPE OF WORK		FEDERAL FUNDING AMOUNT	LOCAL MATCH	TOTAL
PROJ. REF.											
PIMA COUNTY DEQ	AQ2 LRE	CLEAN AIR PROGRAM		BIKE WEEK EVENT & CONGESTED INTERSECTION MITIGATION PROJECT		N/A	OPERATIONS, ON-GOING PROGRAMS	STP	12	20	32
	H95 LRE	SAN XAVIER ROAD & MISSION PLAZA		ENVIRONMENTAL STUDY & PRELIM. ENGINEERING TO REROUTE ROAD AT MISSION PLAZA; SEEK ENHANCEMENT FUNDS FOR RELATED MISSION PLAZA ENHANCEMENTS		N/A	STUDY, DESIGN	STP	132		132
PAG	X2 LRE	MID-DECADE CENSUS		FUNDING FOR ONE-HALF OF COSTS TO COMPLETE MID-DECADE CENSUS		N/A	STUDY	STP	707		707
	H59 LRE	INA/MONA LISA RD INTERSECTION		IMPROVE INTERSECTION GEOMETRY & INSTALL 2-PHASE TRAFFIC SIGNAL. INCL. MINOR DRAINAGE IMPRVMTS ON MONA LISA		0.00	ENGINEERING, CONSTRUCTION	HES	234	26	260
PIMA COUNTY	H81 LRE	ORANGE GROVE/ORACLE DEMO PROJECT		RECONSTRUCT INTERSECTION AS GRADE SEPARATED INTERSECTION (RAW INCL., TOTAL COST \$24.5 MILL)		0.00	ENGINEERING	DEMO	800	200	1,000
	H82 TSM	PALO VERDE OVERPASS VETERANS MEMORIAL INTERCHANGE DEMO PROJECT		RECONSTRUCT EXISTING OVERPASS & RAMPS TO CURRENT STANDARDS, INCL BIKE LANES		0.00	ENGINEERING	DEMO	400	100	500
PIMA COUNTY	H91 LRE	RIVER RD: LA CANADA TO 15TH AVE		RECONSTRUCT EXISTING 2-LANE TO 4-LANE W/ MEDIAN, BIKE LANES, STORM DRAINS, LAND-SCAPING (TOTAL COST \$4.5		0.70	CONSTRUCTION	STP C/F	2,314	284	3,754
								STP	1,156		

STP-900-0(110)
H3891-11X

Bike Week '94

INTRODUCTION

In March, 1994, the Pima County Department of Environmental Quality Clean Air Program, and the City of Tucson Department of Transportation Alternative Modes Program sponsored the first annual Bike Week.

In past years, "Bike to Work Day" events have been sponsored by the Clean Air Program in conjunction with the City of Tucson and the Greater Arizona Bicycling Association (a local bicycling organization.) However, since bicycle trips to work account for only 11% of all bicycle trips, (*Nationwide Personal Transportation Survey*), targeting work trips alone clearly limits the overall effectiveness of encouraging citizens to use their bicycles as an alternate mode of transportation. As a result, this year a variety of activities aside from the traditional "Bike to Work Day" were planned during a week-long event.

PURPOSE

The goals of the Bike Week event were to promote cycling as an excellent alternative to the automobile, and to educate citizens as to the many benefits of cycling, including improved air quality for our region, reduced traffic congestion, improved health, and reduced transportation costs.

This year's Bike Week events were designed not just for the bicycling community, but for the entire public who use the region's transportation system. The events were specifically developed to encourage the overall public to consider the possibilities of bicycling. This was accomplished by providing information and incentives such as discounts at sponsoring merchants and chances to win prizes. Furthermore, Bike Week events were designed to target all ages. There were events for children (i.e., "Bike to a Fire Station"), families (i.e., "Cruise the Cruz"), and seniors (rides in Green Valley and Sun City).

An additional goal of Bike Week was to teach Tucsonans the multimodal benefits of Sun Tran's bike racks on buses. At a demonstration during "Downtown Saturday Night," many individuals had the opportunity to experience using the bike racks on buses. Furthermore, staff promoted the use of Sun Tran's bike racks by dispersing brochures at many Bike Week events. During a radio interview with the *Topic of Tucson*, which aired on eight different radio stations, staff suggested using Sun Tran's bike racks as an excellent alternative for individuals who felt bicycling to work was too far.

PLANNING APPROACH

Planning for Bike Week '94 began in mid-November of 1993. Local groups with an involvement in cycling such as the Greater Arizona Bicycling Association, the Tucson-Pima Bicycle Advisory Committee, the Pima Association of Governments RideShare and Travel Reduction Program, and the Southern Arizona Bicycle Dealers Association were contacted and asked to assist with the first annual Bike Week. In December and January, Bike Week coordinators began to solicit sponsorship from local businesses and plan specific events. February and the first half of March were primarily focused towards promotion of the event. Bike Week extended from Saturday, March 5th to Saturday March 12th. Attached is the full Time Line for planning Bike Week, that lists specific planning meetings that should prove useful to future Bike Week coordinators.

BIKE WEEK EVENTS

Bike Week '94 was comprised of nineteen events. The enclosed Bike Week Calendar of Events outlines the week's activities. Participation in events ranged from a low of five to a high of 142 cyclists. The total participation for Bike Week '94 was 818. The most popular events included the "Cruise the Cruz" Family Fun Ride, "Bike for Ice Cream," free breakfast to cyclists on "Bike to Work Day," and the Senior Rides in Green Valley and Sun City. Another popular event was the "Bike to the Bank" event. Traditionally cyclists have not been welcome at bank drive-thru lanes. As a result of this year's Bike Week, Arizona Bank issued an interoffice memorandum on January 20, 1994 officially welcoming bicyclists at drive-thru lanes. Hopefully, other banks will follow suit!

Some of the less popular Bike Week events were "Bike for a Beverage," "Pedal to the Pool," and the "Ride to the Rockies Game." However, before abandoning any event because of low participation, it is important to heed the advice from Boulder, Colorado's Bike Week Procedural Manual, "The failure of an event to attract a crowd may be due to poor publicity, conflicting events, weather ... Quite often, an event (just) needs a few years before it catches on."

MEDIA COVERAGE

Bike Week '94 received a great deal of media attention. Bike Week segments aired seven times on all three major television networks: KOLD (CBS), KVOA (NBC), and KGUN 9 (ABC), and on public television KUAT. In addition to the approximately ten promotions daily for a two-week period by our sponsoring radio station, the ECHO 92.1 and 106.3 FM., Public Service Announcements aired on six radio stations, an average of four times a day. Also, seven Skyview promotions ran between March 1 - 9. In print, there were 23 articles pertaining to Bike Week. Also, Bike Week announcements were seen by staff around town on billboards, hotel and bicycle shop marquees, and on flyers in local restaurants and bicycle shops. Please see appendix for samples.

INSIGHTS GAINED

Even with this positive attention from the media, many Tucsonans still did not know about Bike Week. Many individuals did not learn about the event until the end of the week as is reflected in comments from participant's registration cards such as, "I would have participated more, but I didn't 'catch on' soon enough to the event." A large part of this was due to a limited amount of time for printing and distributing Bike Week materials. By beginning printing and distributing of materials at least eight weeks before the event, more potential cyclists will be reached. Another suggestion for Bike Week '95 is to move the event later in the spring to ensure warmer weather.

RESULTS AND CONCLUSION

Assuming that the 9549 miles cycled during Bike Week '94 by participants over the age of 16 would have been miles otherwise driven, 382 pounds of pollution were prevented in Tucson and Pima County. On Bike to Work Day alone, participants pedaled 1684 miles and prevented 67 pounds of pollution.

In spite of the few logistical and weather related problems that may have been encountered, Bike Week '94 was considered a success. The first annual Bike Week event has laid a solid foundation for future cycling events in Tucson and Pima County. With additional planning and active participation from sponsors, Bike Week will become an annual tradition that the public can look forward to each year.



STATE OF ARIZONA

OFFICE OF THE ATTORNEY GENERAL

1275 WEST WASHINGTON, PHOENIX 85007-2926

MAIN PHONE : 542-5025

TELECOPIER : 542-4085

GRANT WOODS
ATTORNEY GENERAL

INTERGOVERNMENTAL AGREEMENT
DETERMINATION

A. G. Contract No. KR95-0380-TRN, an agreement between public agencies, has been reviewed pursuant to A.R.S. §11-952, as amended, by the undersigned Assistant Attorney General who has determined that it is in the proper form and is within the powers and authority granted to the State of Arizona.

No opinion is expressed as to the authority of the remaining parties, other than the State or its agencies, to enter into said agreement.

DATED this 28th day of April, 1995.

GRANT WOODS
Attorney General

A handwritten signature in cursive script, reading "James R. Redpath", written over a horizontal line.

JAMES R. REDPATH
Assistant Attorney General
Transportation Section

JRR:lsr
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